METROPOLITAN
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COMMISSION

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BAY BRIDGE DESIGN TASK FORCE
ENGINEERING AND DESIGN
ADVISORY PANEL
Monday, May 18, 1998
9 a.m. - 3 p.m.
Joseph P. Bort MetroCenter Auditorium
101 Eighth Street
Oakland, California 94607

Chairperson: Joseph Nicoletti
Vice Chair: John Kriken
Staff Liaison: Steve Heminger

FINAL AGENDA - REVISED

1. Welcome and introductions - Joseph Nicoletti, Chair, and John Kriken, Vice Chair
2. Approval of draft meeting record for April 15 meeting*
3. Report on seismic safety issues - Frieder Seible and Bruce Bolt
4. Context for EDAP recommendations* - Steve Heminger, MTC
5. Presentation and recommendations on bridge design alternatives* - Brian Maroney, Caltrans:
   a. Cable-stayed alternatives - David Goodyear and Tom Piotrowski, TY Lin design team
   b. Self-anchored suspension alternatives - Herb Rothman and Don MacDonald, TY Lin design team
   c. Schedules and costs - Rachel Falsetti, Caltrans
   d. Visual simulations and summary - Rafael Manzanarez, TY Lin design team
6. LUNCH BREAK
7. EDAP discussion and recommendations:
   a. Bridge type
   b. Materials
   c. Bicycle/pedestrian access
   d. Continuing design review
   e. Other matters
8. Other Business/Public Comment

* Attachment sent to members, key staff, and others as appropriate. Copies available at meeting.

- over -

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Record of Meeting: MTC meetings are tape recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment.

Sign Language Interpreter or Reader: If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call 510/464-7787.

Transit Access to MTC: BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont or Montclair; #59A from Montclair; #62 from East or West Oakland; #35X from Alameda; #36X from Hayward.

Parking at MTC: Metered parking is available on the street. No public parking is provided.

BAY BRIDGE DESIGN TASK FORCE
Engineering and Design Advisory Panel
April 15, 1998 Meeting
Metropolitan Transportation Commission

Draft Record of Meeting

Panel Attendance

Joseph Nicoletti (Chair), John Kriken (Vice Chair), Christopher Arnold, Bruce Bolt, Roger Borcherdt, Robert Brown, Jerry Fox, Ben Gerwick, Jeffrey Heller, Ephraim Hirsch, I.M. Idriss, T.Y. Lin, Jim McCarty, Roumen Mladjov, Alexander Scordelis, Frieder Seible, Peter Taylor, Steve Thompson, Edward Wilson, and Thomas Wosser.

Approval of draft meeting record for March 2 meeting

The minutes were approved as presented.

Preliminary ground motion report

Bruce Bolt reported on the activities and findings of the Ad Hoc Committee on Ground Motion appointed by Caltrans. Reid Buell of Caltrans and Tom McNeeland of the Fugro West consulting firm reported on the geophysical information obtained from marine soundings and marine and land drilling along the northern adjacent alignment for the new eastern span.

Presentation of bridge design alternatives

The T.Y. Lin design team presented two schemes (single tower and double portal) for each of the cable-stayed and self-anchored suspension bridge alternatives. The presentations included reference to seismic performance, architectural features, construction materials, bicycle/pedestrian access, and night lighting for each of the schemes. The design team also answered numerous questions from EDAP. At the conclusion of the presentations, Brian Maroney of Caltrans made several comments about the bridge alternatives.

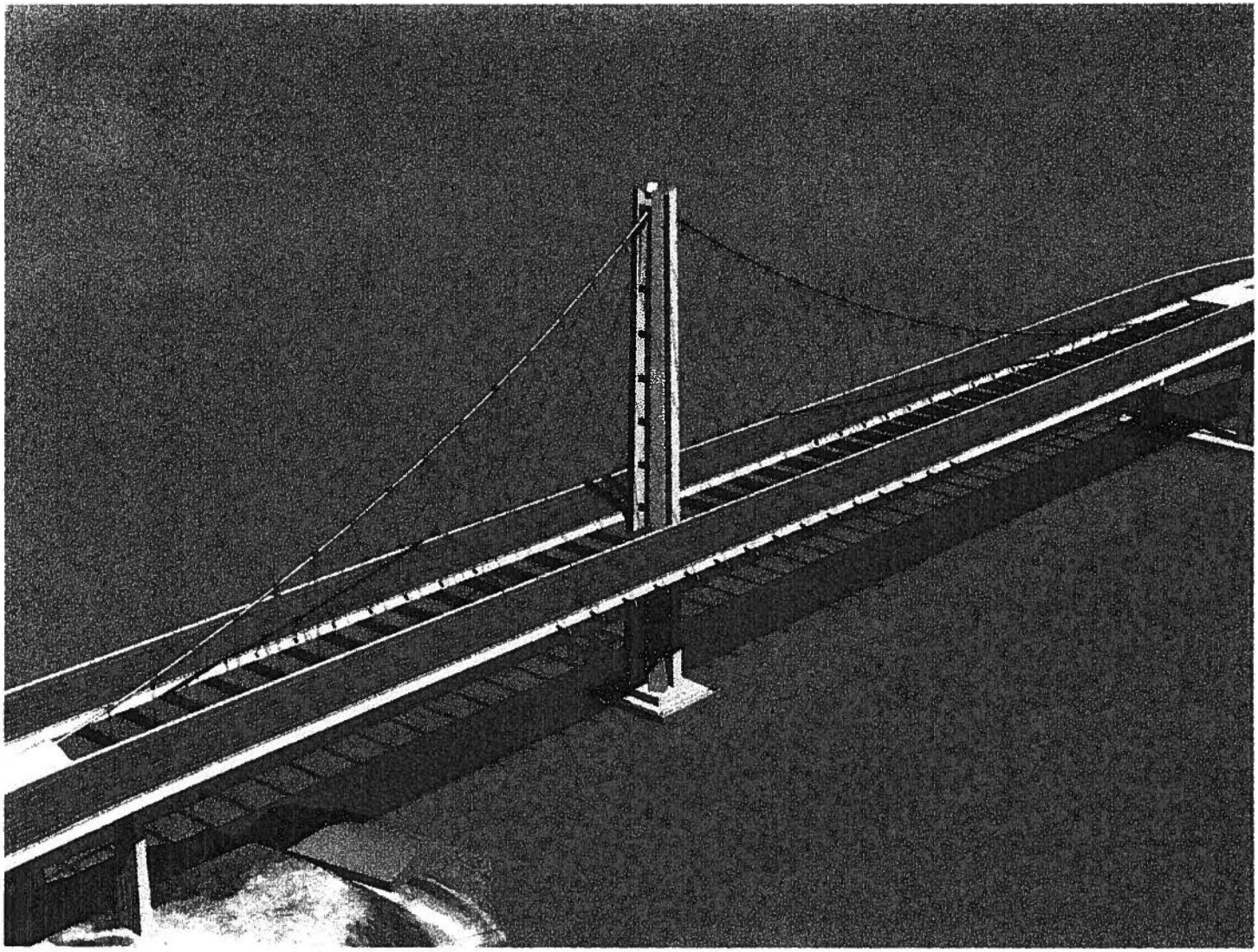
EDAP Chair Nicoletti and Vice Chair Kriken then led the panel in a roundtable discussion of the design team's presentation. EDAP comments included reference to the following issues: cable-stayed vs. suspension alternatives, single tower vs. double portal designs, length of the main span and placement of the tower(s), treatment of the Yerba Buena Island landing, design of the causeway section, connections between the causeway piers, placement of pile caps below water, need for additional seismic performance and cost information, choice of construction materials (steel, concrete, or composite), and bicycle/pedestrian path design.

At the conclusion of the discussion, EDAP approved a motion recommending that the design team place the pile caps above water but with careful attention to the design.

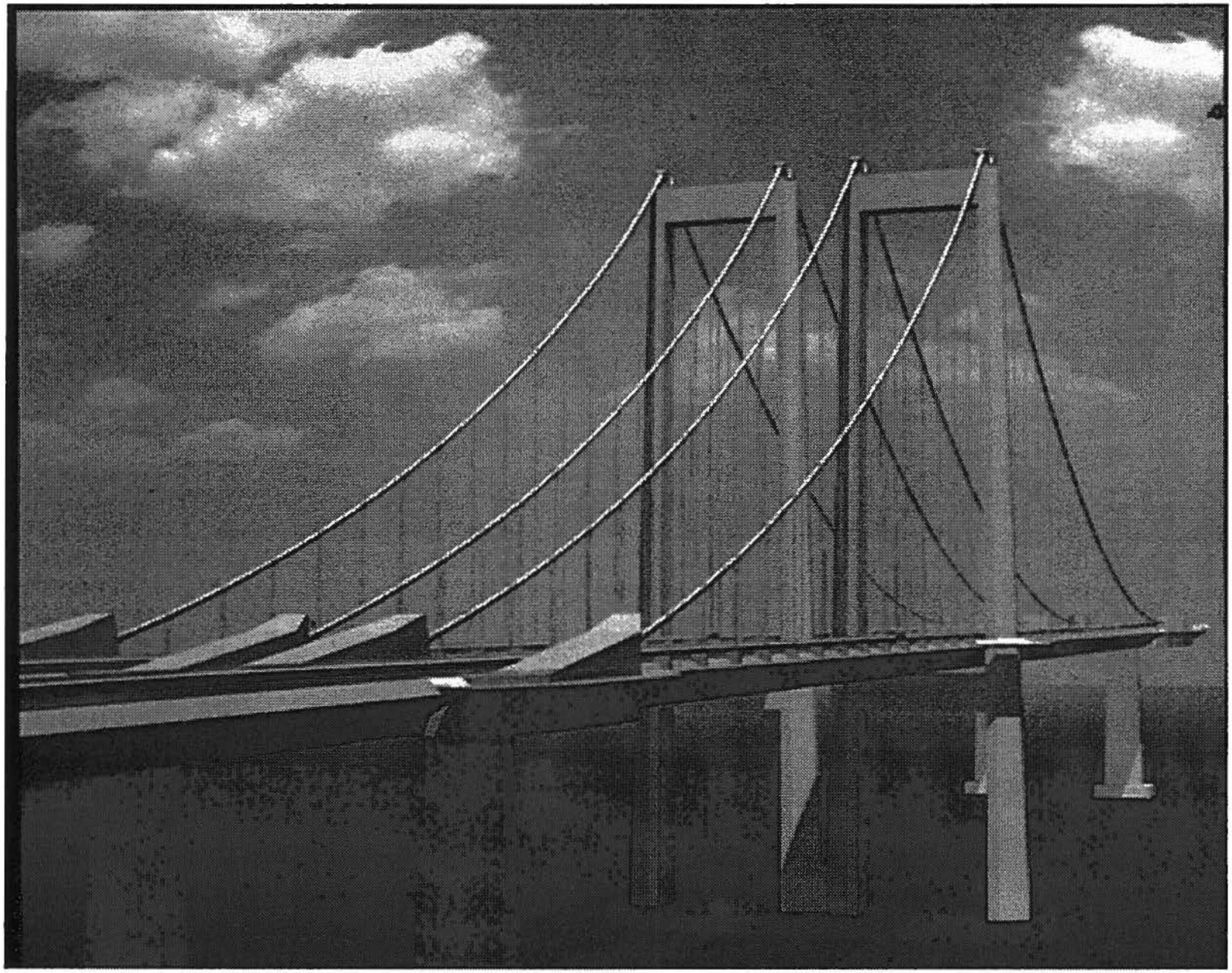
Public Comment

The following members of the public made comments during the public comment period:

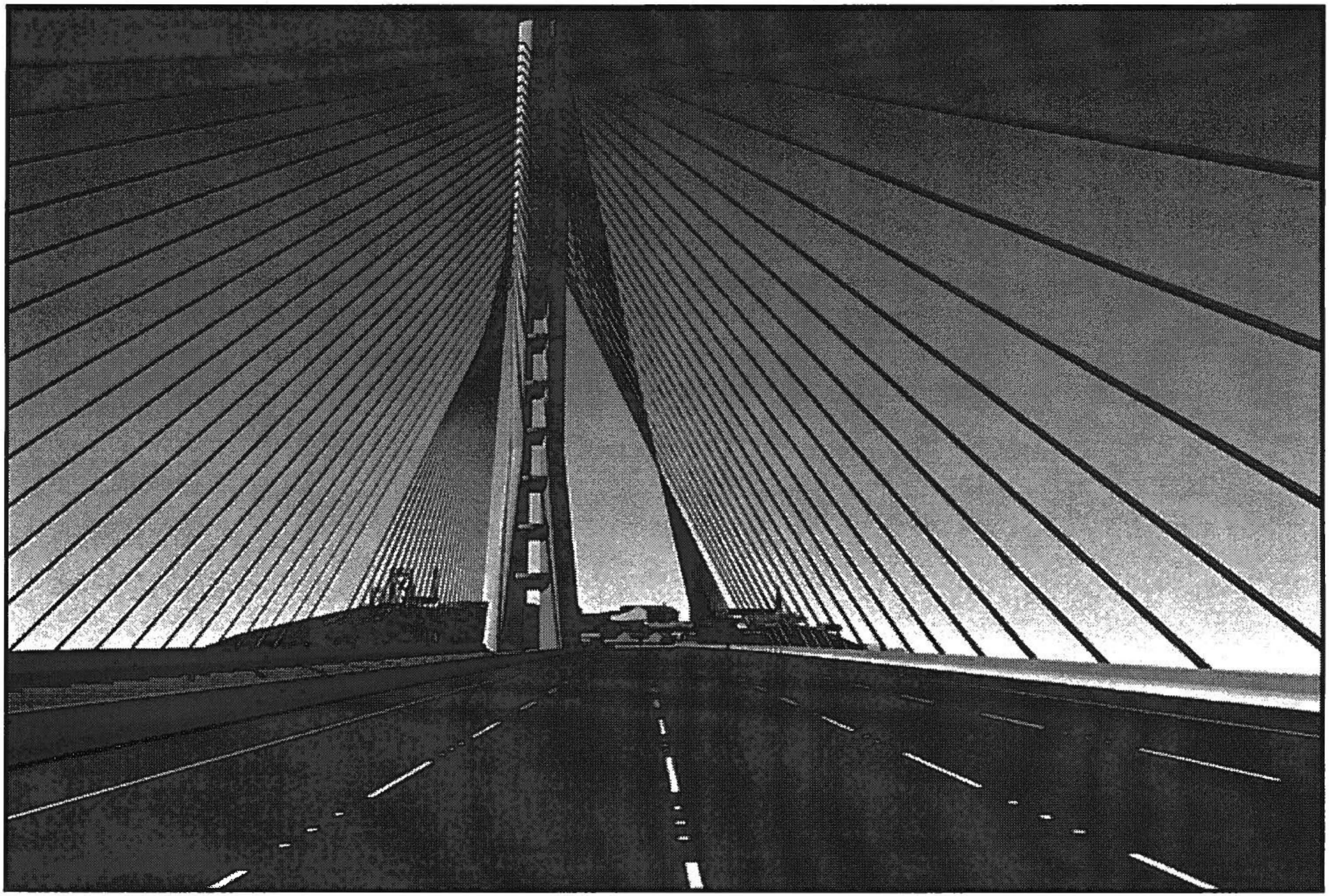
Jack Robbins - regarding the project budget
Bryan Foster - requesting reconsideration of retrofitting the east span
Bill Smith - regarding bicycle/pedestrian access



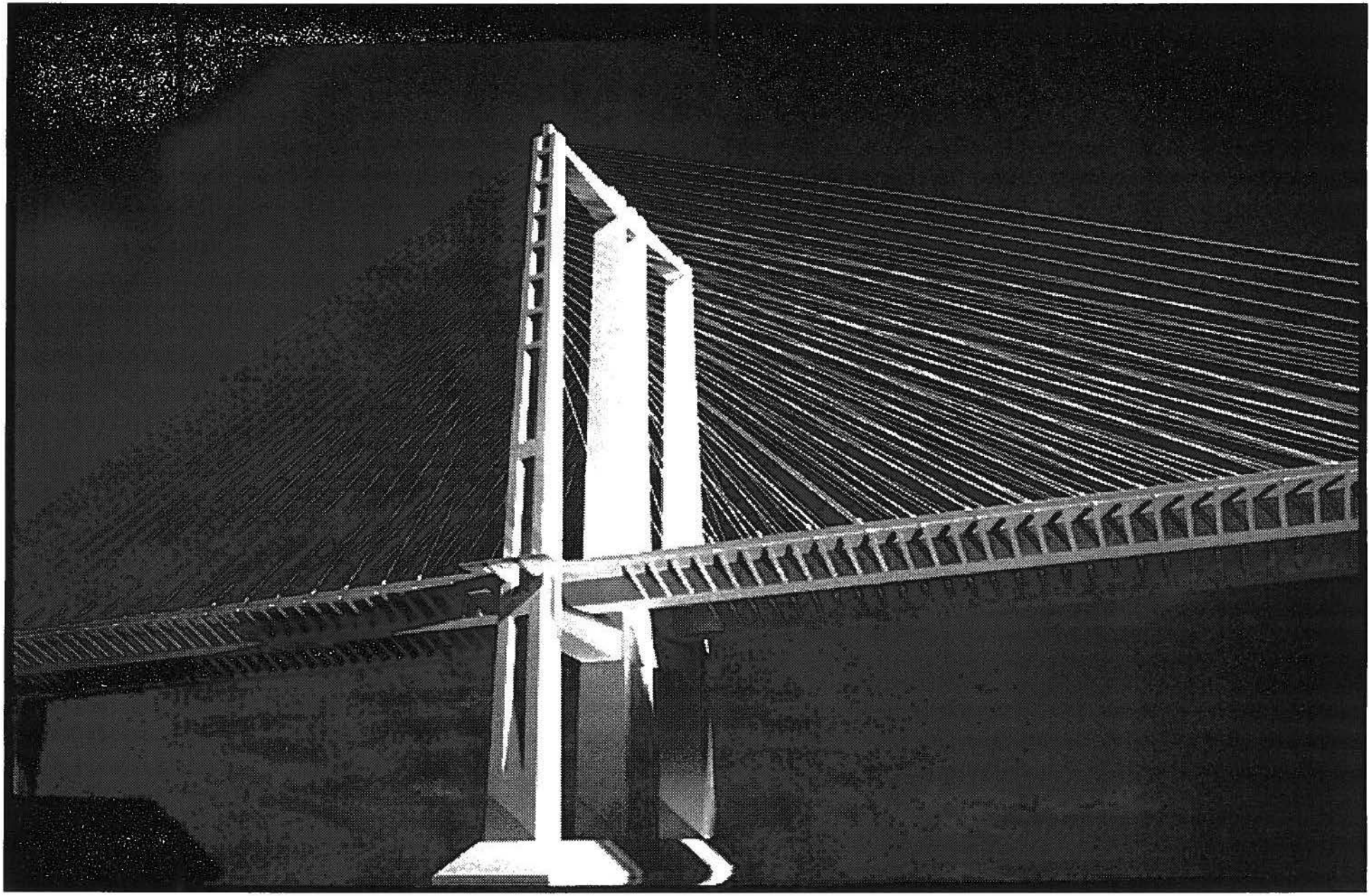
Revised Single Tower Suspension Design



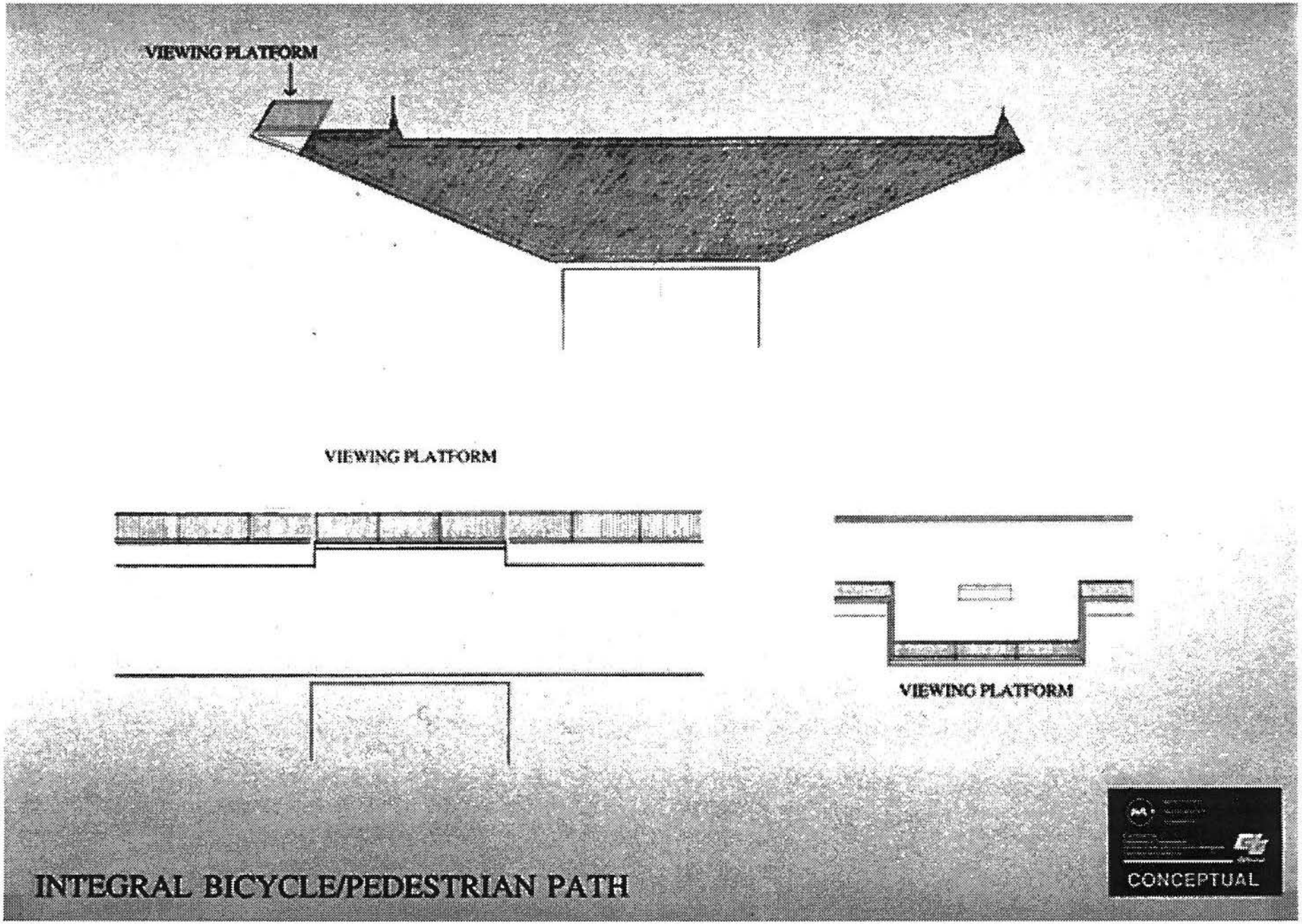
DOUBLE PORTAL SUSPENSION DESIGN



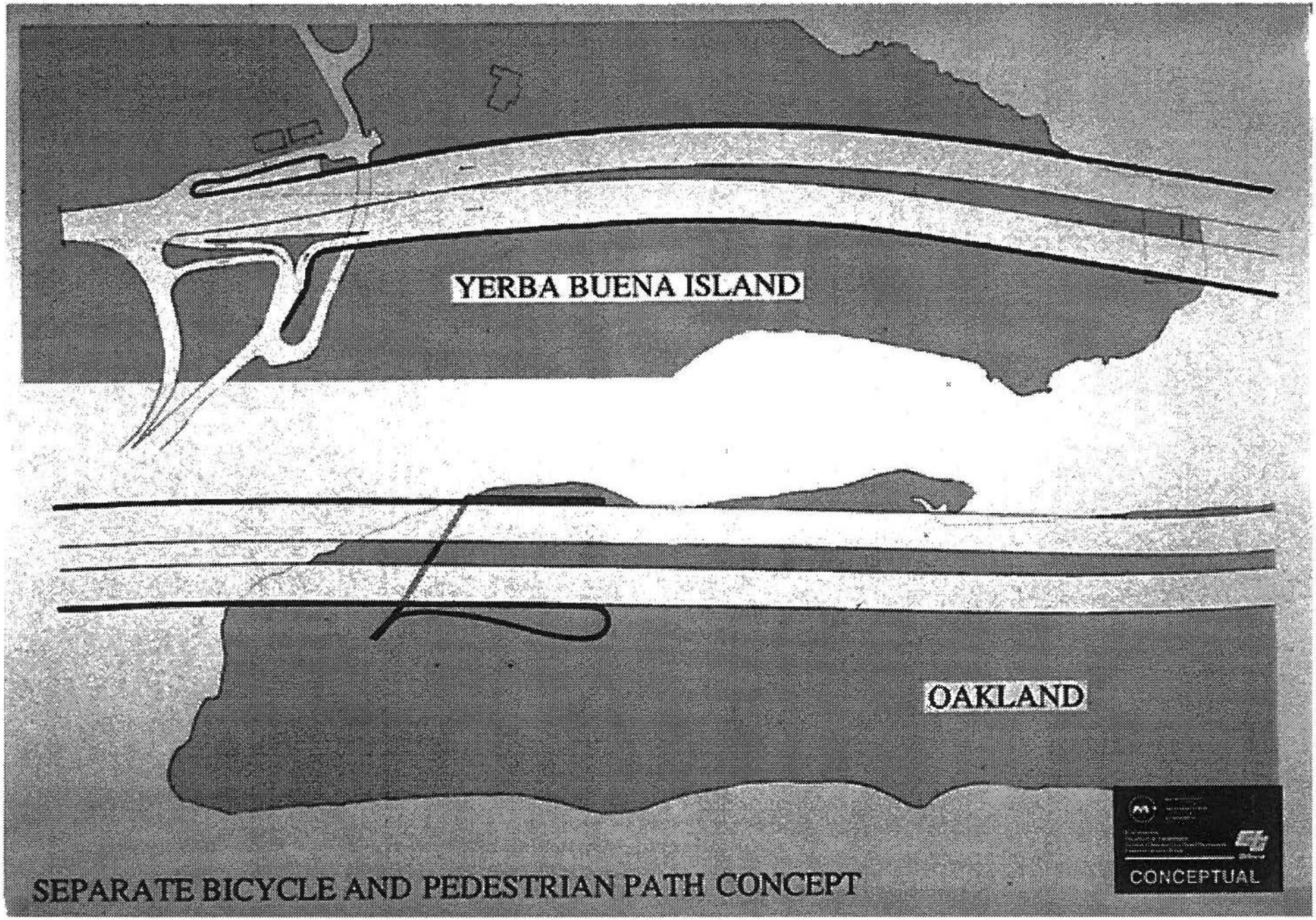
SINGLE TOWER CABLE-STAYED DESIGN



DOUBLE PORTAL CABLE-STAYED DESIGN



INTEGRAL BICYCLE/PEDESTRIAN PATH



SEPARATE BICYCLE AND PEDESTRIAN PATH CONCEPT

Agenda Item No. 5

METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Engineering and Design Advisory Panel DATE: May 11, 1998

FR: Steve Heminger

RE: EDAP recommendations on bridge type and bicycle/pedestrian access

At your meetings on May 18 and May 29, EDAP will be asked to finalize its recommendations on bridge type and bicycle/pedestrian access for the new eastern span. These recommendations will be presented by the EDAP Chair and Vice Chair to MTC's Bay Bridge Design Task Force at its meeting on June 10. Final action on these issues is scheduled for MTC's commission meeting on June 24.

The purpose of this memo is to provide two important elements of context for EDAP's forthcoming recommendations. The first is that, based on EDAP's advice, MTC adopted 17 planning and design recommendations for the new eastern span in July 1997 (see Attachment 1). These recommendations have guided the work performed by the design teams to date. We request that EDAP's next set of recommendations build on this first set of recommendations, and not revisit settled issues -- unless the terms of the earlier recommendation require subsequent action. For example, at your last meeting, EDAP acted to refine recommendation #15 because the earlier recommendation had suggested exploring the possibility of submerging the pile caps below water.

The second element of context for EDAP's recommendations is the budget for "amenities" on the new eastern span established by state law (see Attachment 2). The law defines "amenities" as the following three iteins: a cable-supported main span, bicycle/pedestrian access on the new span, or replacement/relocation of the Transbay Terminal in San Francisco. Under the law, the $1 toll surcharge that took effect January 1, 1998 will remain in force for approximately eight years to pay the Bay Area's share of the entire toll bridge seismic retrofit program. MTC is authorized to extend the toll surcharge for an additional two years to pay for "amenities", which would generate $230 million. The law also defines the cost of the new eastern span as $1.285 billion, which includes $80 million for a cable-supported main span. Thus, the total budget for Bay Bridge "amenities" is $310 million ($230 million + $80 million).

EDAP will make recommendations regarding two of the three "amenities": a cable-supported main span and bicycle/pedestrian access. The third item, the Transbay Terminal, is being explored separately by MTC and last July the commission expressed a preference for reserving up to $80 million for the Transbay Terminal project. Accordingly, EDAP should consider that its budget for the other two "amenities" is no greater than $230 million ($310 million - $80 million).

MTC staff will be pleased to provide additional information or clarification of these matters at the EDAP meetings.

PLANNING AND DESIGN RECOMMENDATIONS
BAY BRIDGE EASTERN SPAN
METROPOLITAN TRANSPORTATION COMMISSION
July 30, 1997

Finance Recommendation (1)

Recommendation 1: The Commission should support a two year extension of tolls and establish the priority for use of the estimated $230 million as follows: first, for the additional costs for a cable-supported structure; second, for a portion of the cost of the Transbay Terminal; and third, a bicycle and pedestrian facility on the east span of the bridge should continue to be evaluated through the 30% design stage.

Design Process (2 - 3)

Recommendation 2: Caltrans should select two design teams to develop the two cable-supported alternatives to approximately the 30% design stage so that reliable information as to seismic performance, cost, visual design, and other issues can be obtained before a final recommendation is made.

Recommendation 3: The EDAP and Bay Bridge Design Task Force should remain in place through the 30% design stage of the project to make a final recommendation on bridge design type and thereafter to provide continuous review of final design and engineering details.

Planning Recommendations (4 - 9)

Recommendation 4: The existing eastern span of the Bay Bridge should not be retrofitted, but replaced with a new structure.

Recommendation 5: The new eastern span and existing western span retrofit should be designed to provide post-earthquake "lifeline" service.

Recommendation 6: The new eastern span should have 10 traffic lanes, five in each direction, with two standard 10' shoulders in each direction as part of its base cost.

Recommendation 7: The new eastern span does not require a dedicated bus/carpool lane. Caltrans' design should minimize weaving conflicts between high occupancy and other vehicles at the transition from the dedicated HOV approach lanes to the bridge itself.

Recommendation 8: The new eastern span should be designed in accordance with Caltrans' proposed design loading which will accommodate the possibility of future rail service.

Recommendation 9: The Yerba Buena Island ramps are an inherent part of the bridge and Caltrans has the responsibility to replace the ramps in order to assure safe traffic flow on the bridge.

Bridge Design Recommendations (10 - 17)

Recommendation 10: The new eastern span should be built on the northern adjacent alignment.

Recommendation 11: The new eastern span should have a cable-supported main span with a single vertical tower with single or multiple legs in the transverse direction and single or multiple planes of supporting cables.

Recommendation 12: The new eastern span bridge should not be double decked. It should have two parallel separated decks on the causeway section and either parallel separated decks or a single deck on the cable-supported span.

Recommendation 13: The structural elements of the new eastern span should be visually consistent throughout.

Recommendation 14: The causeway section should have long, equal span lengths, although closer span lengths might be necessary just adjacent to the Oakland shore.

Recommendation 15: For the causeway section, particular attention should be paid to the design of the supporting pier as it enters the water, including the possibility of submerging the pile cap below water.

Recommendation 16: The cable or suspension tower on the eastern span should be no taller than the suspension towers on the existing western span.

Recommendation 17: The "diamond" shape for the tower base should not be employed in any cable or suspension tower on the eastern span.

(g) If the San Diego Association of Governments imposes tolls pursuant to subdivision (a), it shall reimburse the department for costs incurred by the department in operating the bridge, collecting tolls, and performing other related services. The association and the department shall enter into an agreement which provides for the full reimbursement of the department for all operating costs.

(h) The San Diego Association of Governments, not later than June 30, 1995, and not later than June 30 of each year thereafter, shall prepare an audit, to be funded solely with toll revenues, of all expenditures and revenue collected pursuant to this section. The first audit shall include all expenditures and revenue collected prior to January 1, 1995. A report of the audit shall be published and made available to the members of the San Diego Association of Governments, and to any member of the public who submits a written request therefor within 30 days upon receipt of the request.

SEC. 9. Section 30796.9 is added to the Streets and Highways Code, to read:

30796.9. (a) The San Diego Association of Governments shall deposit thirty-three million dollars ($33,000,000) in the Toll Bridge Seismic Retrofit Account in the State Transportation Fund.

(b) On or before January 1, 1998, the San Diego Association of Governments shall submit to the Legislature and the department a financial plan for the transfer of thirty-three million dollars ($33,000,000) on or before July 1, 2000, to the Toll Bridge Seismic Retrofit Account in the State Transportation Fund.

(c) Maintenance of the San Diego-Coronado Bridge shall be funded by the state pursuant to Section 188.4.

SEC. 10. Chapter 4.5 (commencing with Section 31000) is added to Division 17 of the Streets and Highways Code, to read:

CHAPTER 4.5. SEISMIC RETROFIT SURCHARGE

31000. The following definitions apply for purposes of this chapter:

(a) "Account" means the Toll Bridge Seismic Retrofit Account created pursuant to Section 188.10.

(b) "Amenities" means any of the following:

(1) A cable suspension bridge.

(2) A bicycle facility.

(3) A transbay terminal.

(c) "Authority" means the Bay Area Toll Authority.

(d) "Bay area bridges" means the state-owned toll bridges in the region within the area of the jurisdiction of the Metropolitan Transportation Commission.

(e) "Department" means the Department of Transportation.

(f) "Seismic retrofit" means all work completed by the department on the bay area bridges relating to the planning, design,

and construction of improvements to, or replacement of, those bridges for the purpose of withstanding seismic forces, including, but not limited to, any environmental or traffic mitigation necessary for that work.

(g) "Surcharge" means the seismic retrofit surcharge imposed pursuant to Section 31010.

31010. (a) There is hereby imposed a seismic retrofit surcharge equal to one dollar ($1) per vehicle for passage on the bay area bridges, except for vehicles that are authorized toll-free passage on these bridges.

(b) This section shall remain in effect only until the date that the Secretary of State receives the notice required under subdivision (b) of Section 31050, or until January 1, 2008, whichever occurs first, and as of that date is repealed.

31015. (a) Revenues generated from the surcharge shall not exceed nine hundred seven million dollars ($907,000,000), unless any of the following occurs:

(1) After completing 30 percent of the design, and after completion of a cost estimate by the department, the authority selects a design that costs more than the cost of a single tower cable suspension bridge selected by the department.

(2) The authority requests funding for the replacement or relocation of the transbay bus terminal in the City and County of San Francisco.

(3) The authority requests funding for a bicycle or pedestrian access that is to be added to the new bridge.

(b) If the authority does any of the things listed in paragraphs (1) to (3), inclusive, of subdivision (a), the local share of the project costs shall be increased by an amount equal to any additional costs that are incurred as a result of the authority's decision.

(c) The department shall include the amenities requested by the authority only if sufficient funds generated by the seismic retrofit surcharge are made available to fully pay for those amenities.

31020. Revenue generated from the surcharge shall be deposited in the account.

31050. (a) The department shall determine the date when all of the following have occurred:

(1) Sufficient funds, not exceeding nine hundred seven million dollars ($907,000,000), have been generated for the completion of seismic retrofit and the replacement of the San Francisco-Oakland Bay Bridge.

(2) Sufficient funds have been generated to pay for any costs added under Section 31015.

(b) The department shall notify the Secretary of State of the date determined under subdivision (a), immediately upon making that determination.

For Agenda Item No. 3
See *Preliminary Marine Geotechnical Site Characterization* and *30% Design Report*

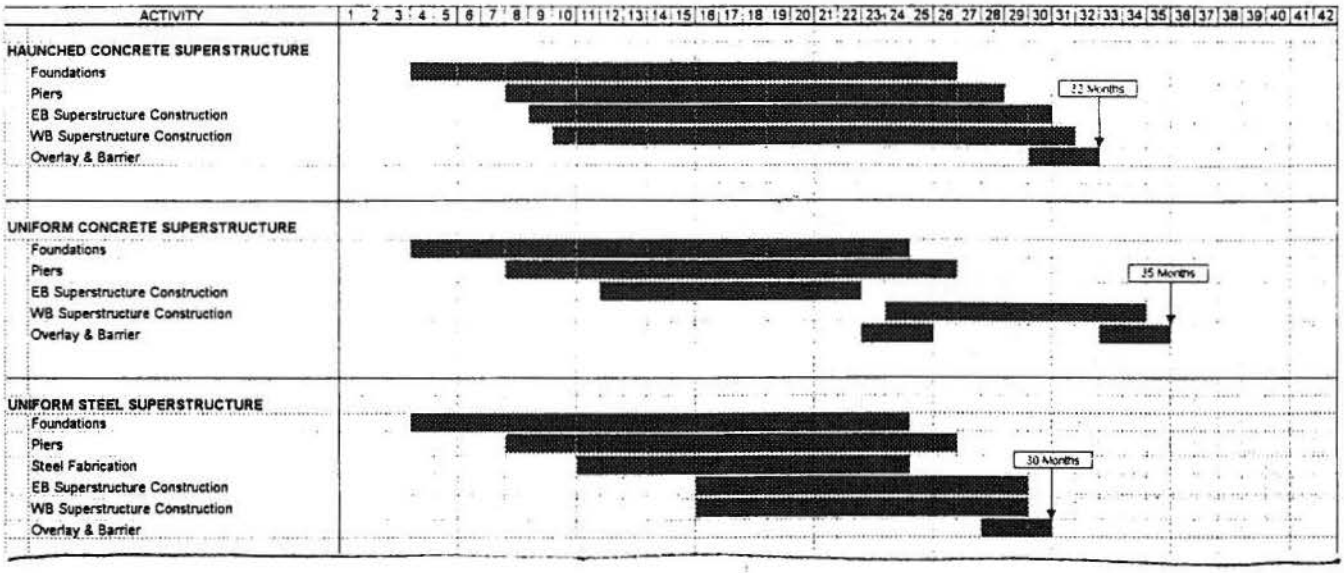

Figure 68. Schedule, Skyway Alternatives

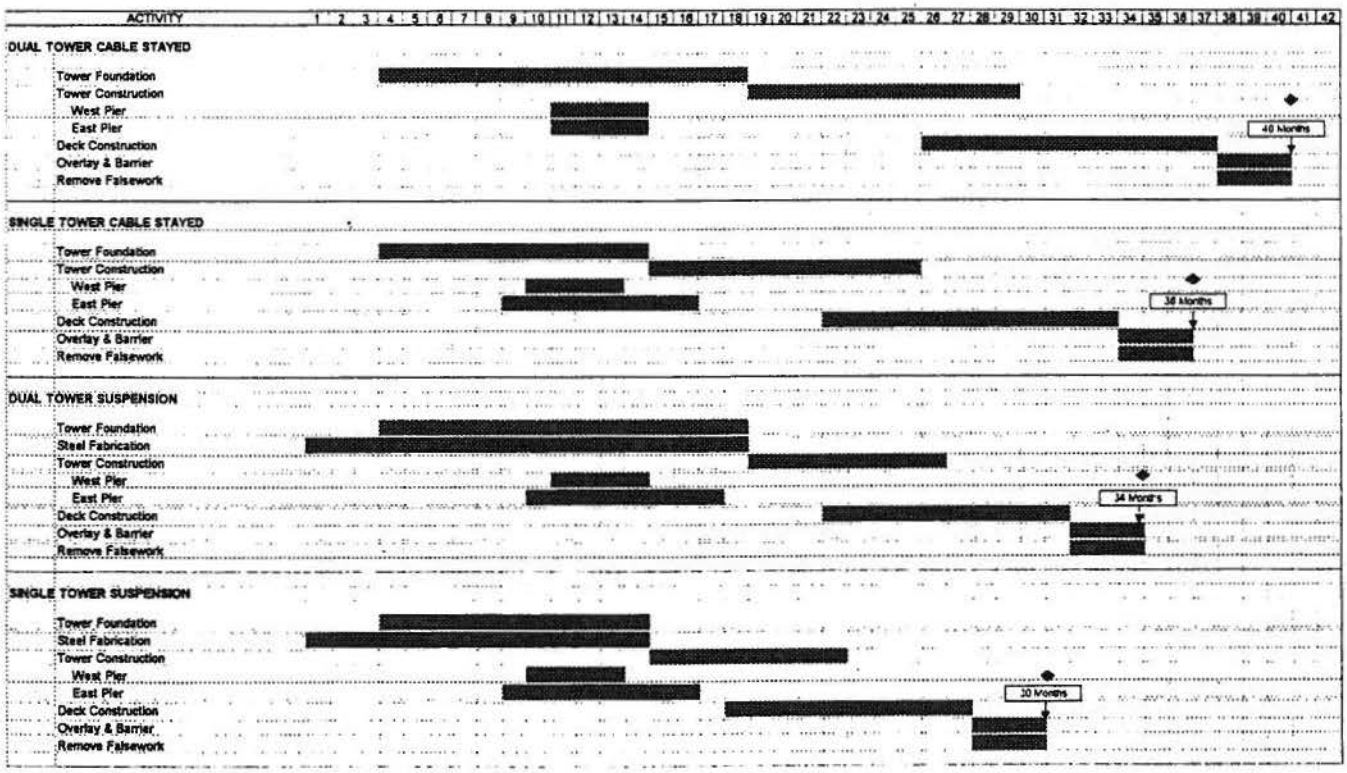

Figure 69. Schedule, Main Span Alternatives

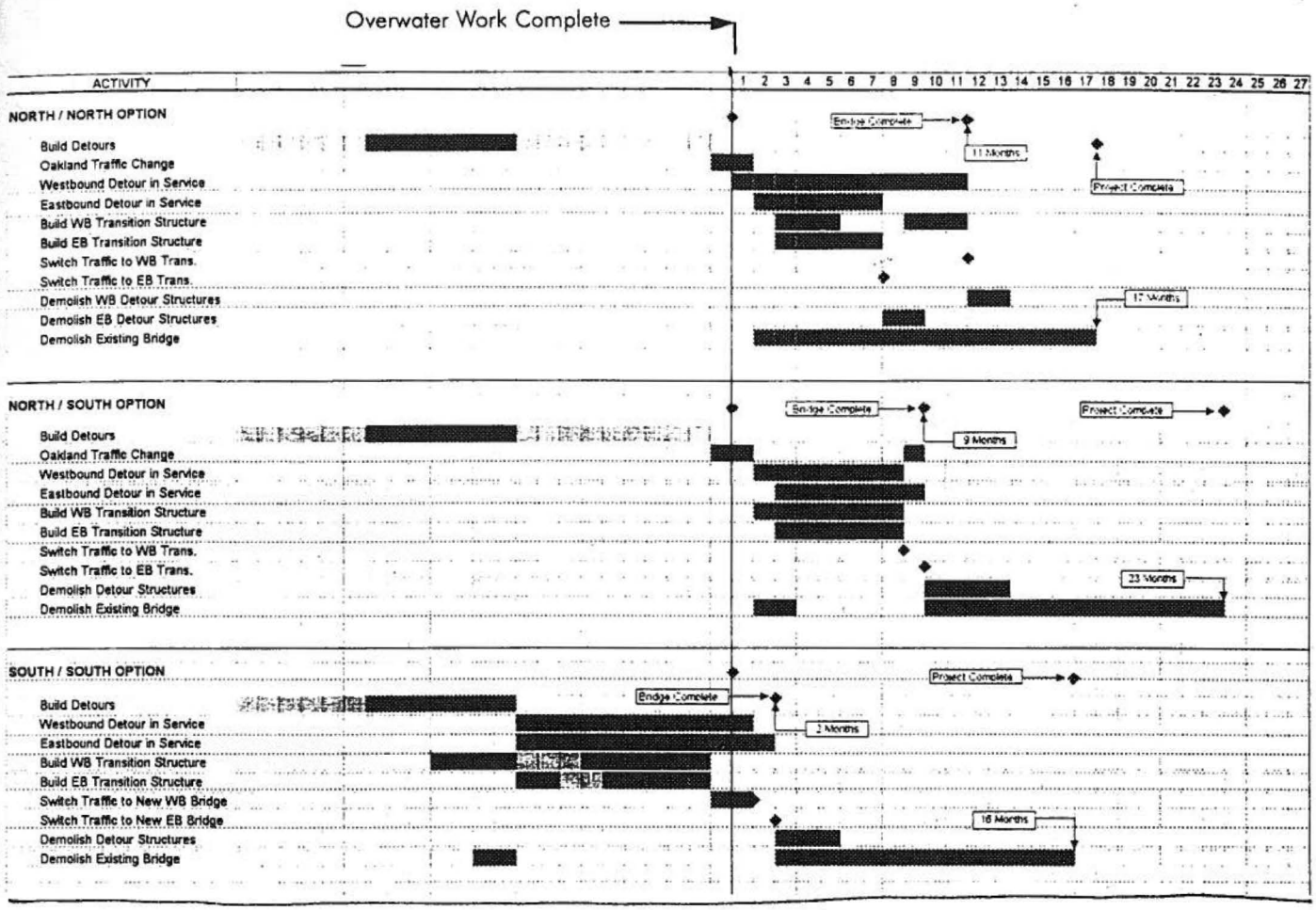

Figure 70. Schedule, Detour Options

DRAFT

STRUCTURAL COMPONENT CONSTRUCTION COST ESTIMATES 30% DESIGN LEVEL

for the

San Francisco-Oakland Bay Bridge East Span Seismic Safety Project

Contract No. 59A0040
Bridge No. 34-0006

Prepared for the

State of California Business, Transportation and Housing Agency

Submitted by

T.Y. LIN INTERNATIONAL
MOFFATT & NICHOL
a joint venture

San Francisco, California

May 18, 1998

Engineering and Design Advisory Panel
Bay Bridge Design Task Force

May 18, 1998 - 9:00 p.m.

Public Sign-in Sheet

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5. JUAN FRANCISCO LARPIO	CALTRANS	1801 30th ST SACTO 95816
Mayor Ken Bukel	Emeryville	
6. Ismael Abu-Mayleh	Caltrans	1801 30th st. Sacto
7. Jason Meyer	Bike the Bridge! Coalition	
510/273-9288	http://xinet.com/bike	
8. Y.C. Yang	BCDC	
9. JOAN ROSS	FRIENDS & COLLEAGUES	10 PRESIDIO S.F. 94115
10. Alex Scordelis	U.C. Berkeley advisory Panel.	

Engineering and Design Advisory Panel
Bay Bridge Design Task Force

May 18, 1998 - 9:00 p.m.

Public Sign-in Sheet

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2. RICK WIEDERHORN	PORT OF OAKLAND	530 WATER ST OAK 94607
3. Robert Chew	Just Say YES Foundation	PO Box 5423 Richmond Ca 94805
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ROSTER
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1591 Bowser Avenue
North Vancouver, B.C.
Canada V7P 2Y4

Note: The Engineering and Design Advisory Panel of the Bay Bridge Design Task Force is comprised of representatives from the following organizations (in some instances serving on more than one panel):

- American Institute of Architects
- American Society of Civil Engineers
- Bay Conservation and Development Commission Design Review Board
- Bay Conservation and Development Commission Engineering Criteria Review Board
- Caltrans Peer Review Panel
- Caltrans San Francisco-Oakland Bay Bridge Review Panel
- Caltrans Seismic Advisory Board
- Structural Engineers Association of Northern California

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY PETE WILSON, *Governor*

DEPARTMENT OF TRANSPORTATION
BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444

May 11, 1998

Mr. Steve Heminger
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

Dear Mr. Heminger:

Attached for your use are forty (40) sets of the preliminary type selection report for the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project. Each set consists of a report on the structural design prepared by T Y Lin International, Moffatt & Nichol, a Joint Venture (This is an excerpt from the 30% Design Report) and a series of exhibits showing information on the marine geotechnical site characterization prepared by Fugro-Earth Mechanics, a Joint Venture.

Also attached are forty (40) copies of the bicycle/pedestrian options being considered for this project. Please include this with the forty sets described above.

If you have any questions, please contact Steven Hulsebus, Assistant Project Manager for the East Span Seismic Safety Project, at (510) 286-5085.

Sincerely,

HARRY Y. YAHATA
District Director

by Steven Hulsebus

for BRIAN MARONEY
Project Manager
SFOBB East Span

Attachments

Bicycle/pedestrian access

All designs include provisions for a bicycle/pedestrian path as an option. The bicycle/pedestrian path options under study are:

- A 12 foot (3.6 meter) wide path on the southside of the eastbound bridge at deck level and another variation with the path 2 feet below deck level

- A 10 foot wide (3.0 meter) path on the outer edge of the eastbound bridge and westbound bridge at deck level and another variation with the path 2 feet below each deck level

These options have been recommended for evaluation by the Bicycle/Pedestrian Advisory Committee, which has been formed to represent the user perspective in this process. This group has had many meetings with Caltrans and the Design Team. The Bicycle/Pedestrian Advisory Committee is waiting for the cost estimates for each of the options above before making a final recommendation for the new east span.